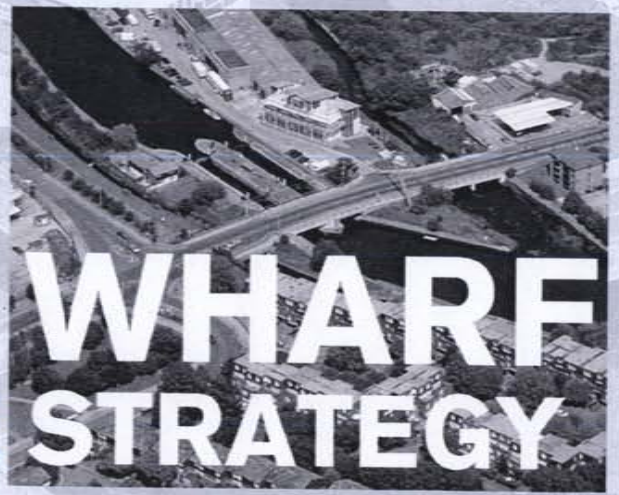
HALE WATERSPACE



WHARF STRATEGY

British Waterways London

Context Drawing
Introduction
Waterspace Vision
Waterspace Strategy Drawing
Section aa - General Section
Section bb - Green Waterway Edge
Section cc - Commercial Moorings Access
Section dd- Podium/Boulevard Link
Detailed Area - Waterway Boulevard
Detailed Area - Lockside
Commercial Barge Moorings
Commercial Barge Moorings Scheme Drawing
Concept Sketch Scheme
Commercial Barge Sections
Tottenham International Hale Wharf Access
Concept Sketch Scheme
Stonebridge Facilities Building
Scheme Drawing and Visual
Detail Sheets 1 to 4

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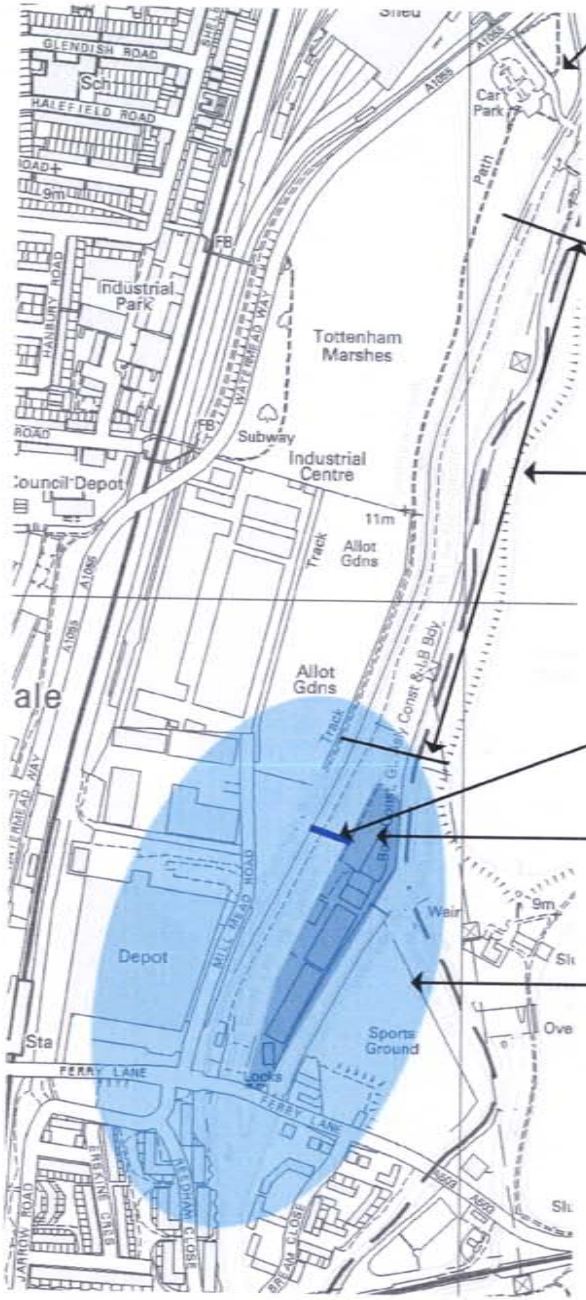
HALE WHARF
WATERSPACE STRATEGY



Stonebridge Facilities Building

Existing residential and permanent moorings

Possible new access footbridge location

ISIS Hale Wharf development site

Area of study Hale Wharf Waterspace Strategy

CONTEXT DRAWING

HALE WHARF
WATERSPACE STRATEGY

The waterside development at Hale Wharf will regenerate and revitalise an important area of Tottenham Hale in terms of new townscape, boating activity, heritage, design and nature conservation.

The development will provide a new focus for Tottenham and gateway to the Lea valley park by improving links to and from the town and delivering better leisure and amenity resources for the area. The proposals aim to develop a mixed use scheme comprising predominantly residential, with retail and commercial opportunities at ground floor podium level.

The Hale Wharf proposals will provide a considered and appropriate development engaging with the water for both the local community, new residents, workers and visitors. The boost to the local economy will help build this area of Tottenham as a long term attraction.

Ahead of the redevelopment, British Waterways are initially developing an early project which will act as a catalyst for the future development of Hale Wharf.

This initial project will deliver four fully serviced business/commercial barges located adjacent to the site, three of the vessels will be occupied as B1 office by small or medium sized enterprises, mainly from the IT and creative industries sector, with the fourth vessel being A3 restaurant/cafe use.

The barges are a sensitive adaption of the "Lady of Lea", an historic sailing barge which navigated this part of the Lee Navigation in the 1800's transporting gunpowder from Waltham Abbey to various locations on the River Thames.

This document includes British Waterways' aspiration for the remainder of the waterspace opposite to the site together with landscape proposals adjacent to the variety of moorings, including proposals for the improvement of the waterway wall. The strategy looks wider than the immediate environment by including partnership aspirations, although not necessarily financed by the ISIS development, detailing other local development opportunities and by upgrading and improving the area between Tottenham Hale Lock and Stonebridge with regards to the existing residential moorings.

INTRODUCTION

Vision

The vision for the waterspace at Hale Wharf is for the regeneration and revitalisation of this area of Hale Wharf creating an attractive, desirable place to live, work and visit by developing and integrating the area's waterside, recreational, commercial and residential potential.
It aims to:

- Show a high quality well detailed public realm consistent with the historical character of the waterway and proposed architectural scheme, supporting prospective water related events.

- Create a variety of environmental improvements and open spaces which link to the wider waterway network and leisure resource.

- Create a major visitor and tourist destination point for boaters and other leisure interests, encouraging more boaters to stop at Hale Wharf and use the improved facilities.

- Create and maintain public "access for all" around the waterspace.

- Provide a variety of moorings through a flexible mooring policy that is capable of changing to the needs of our customers and the surrounding development.

- Use the medium of the waterspace to soften and enhance the urban development which will surround it.

Purpose of the Waterspace Strategy (Refer to strategy drawing)

- Purpose made strategy which is flexible to accommodate changes in the land based developments providing a base level ensuring life and vitality to the waterspace and surrounding public spaces.
- Exploration of options identifying a balanced mix of mutually supporting uses.
- Identify the range of uses of the waterspace and implications on the land based proposals.

The benefit of this approach is the added value of the waterspace becoming a leisure resource and facility which benefits the community as a whole.

Waterway Wall

The waterway wall construction and bank protection is fundamental to the conservation and management of the waterway. They help retain alignment, create fully functional wharves and mooring points, and protect embankments and their associated habitats from erosion from boat wash.

Mooring craft prefer a hard edge against which to moor, set at a suitable height above the waterline to facilitate access on and off boats. This will predominantly be the detail used at Hale Wharf. However, the commercial moorings will be set against rise and fall pontoons connected to structural piles set into the bed of the navigation, allowing security of the moorings as well as improved access for the disabled. The hard edge already exists partly made up of steel sheet piles and differing profiles of concrete. Once the site levels have been established it is proposed to re-align the wall following the line of the piles and backfill with with mass concrete and clad in timber fenders and a hardwood or concrete coping.

WATERSPACE

HALE WHARF
WATERSPACE STRATEGY

Moorings

• Visitor Moorings

Objectives

- To provide mooring points for visiting craft to the site, separate from the permanent and residential.
- To locate linear visitor moorings on the River Lee Navigation at a defined location.
- To provide a safe environment for boat users with appropriate surfacing and lighting.

Requirements

- Mooring rings are to be at 10.0m centres along the perimeter water boundary.
- Appropriate signage indicating the temporary nature of the moorings.
- One service bollard providing electricity and water

• Navigation Areas

Objectives

- To provide a high quality well detailed landscape setting to the towpath area consistent with the River lee navigation
- To provide a durable surface treatment that reflects the type and level of use, e.g. vehicular, pedestrian, maintenance/emergency vehicles, etc.
- To provide a simple, unfussy treatment that allows clear and easy access for pedestrians and vehicles to points of destination.
- To provide a safe environment for users and visitors to the moorings and navigation areas.

Requirements

- Existing historic navigational features, e.g. bollards, chains, rings, stone sett paving to be retained in situ wherever possible. If this is not possible, items are to be salvaged and, with British Waterways' consent, reused within a new landscape scheme.
- Paving materials to be characteristic of rural/urban waterside.
- A hierarchy of paving types should be employed to reflect pedestrian and vehicular use and to assist in the differentiation of such uses.
- Signage to meet British Waterways' corporate signing directives and locations to be agreed with British Waterways.
- Fixing of street furniture, including lighting, railings, bollards, seats, litterbins, etc. to be carefully integrated into all surfaces using appropriate and consistent detailing.

• Commercial Pontoon Moorings

Objectives

- To create footpath links relating the internal circulation of the development site to the waterside and pontoons, including congregation and viewing points.
- To provide suitably located drop off points for moorers vehicles, close to the pontoon access points.
- Pontoon moorings relate only to Commercial Moorings.

HALE WHARF
WATERSPACE STRATEGY

Requirements

- Secure mooring rings to be spaced at approximately 5m centres integrated with pontoon design. Intermarine pontoon system. 2 m walkways.
- Secure service bollards to be located onto pontoons reflecting the number of designed moorings. Commercial service pods to carry 64 amp electricity. Moorings to carry telecom, cable TV (if available), water and lighting service, incorporate foul drain connection with vacuum pump-out unit by Lee Sanitation to mains drain connection. Rolec or similar type bollard to be specified incorporating card readers to record individual electricity usage.
- Eight dedicated car parking spaces in a location to be agreed with British Waterways for commercial use.
- Existing historic navigational features, e.g. bollards, chains, ring stone sett paving to be retained in situ wherever possible. If this is not possible, items are to be salvaged and, with British Waterways' consent, reused within a new landscape scheme.
- Paving materials to be characteristic of urban/rural waterside.
- The distribution of these materials is to reflect patterns of pedestrian and vehicular
- The distribution of these materials is to reflect patterns of pedestrian and vehicular use and to assist in the safe differentiation between such uses.

All signage to meet British Waterways' corporate signing directives and locations to be agreed with British Waterways.

• General Safety

Objectives

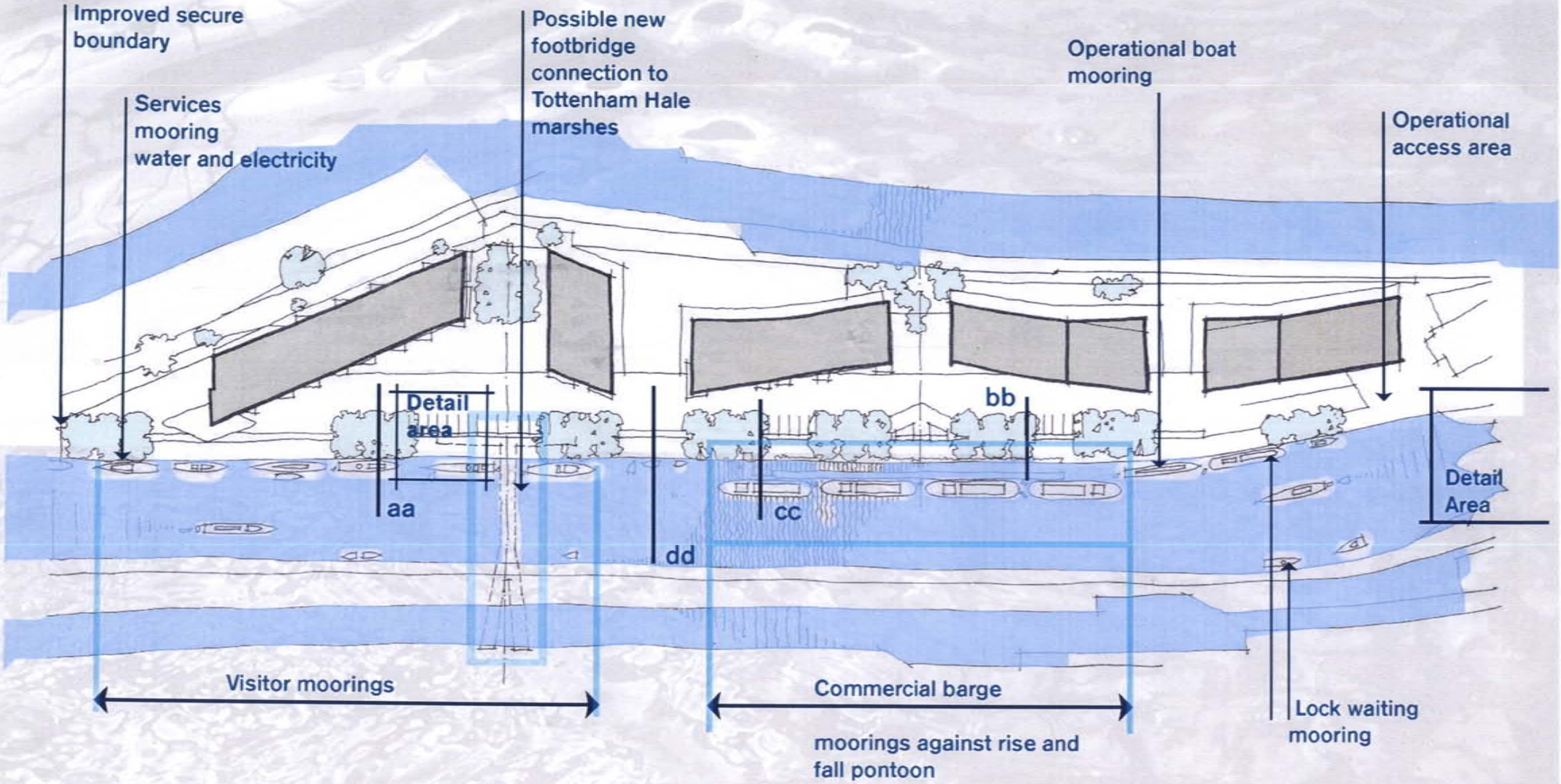
- To provide a means of summoning assistance from the emergency services.
- To provide immediate rescue facilities for those in the water.
- To provide appropriate design details and signage advising those unfamiliar with the dangers of water and craft of emergency procedures regarding waterside safety.
- To satisfy the requirements and recommendations of British Waterways' Safety Office and ROSPA.

Requirements

- Outside the Facilities Buildings there is an emergency telephone capable of obtaining connection with the emergency helpline on 0800 4799947.
- Lighting to the navigation and environs which minimises glare. All other lighting must be shielded.
- Barriers shall be provided along the waterside at all pinch points, changes in direction, changes in level, opposite any emergency access or exit from the main buildings. Barriers to be set back from the edge of canal to facilitate emergency access along waterside. Design of barriers, fixing details and positions to integrate with landscape proposals generally and existing surface details specifically.
- Life saving equipment shall be provided and maintained in conspicuous stations along the side of the canal, where pleasure craft facility berth are located and where public access is permitted either on foot or by vehicle. Such equipment shall be to Department of Transport approved standards and at such intervals and numbers as considered necessary.

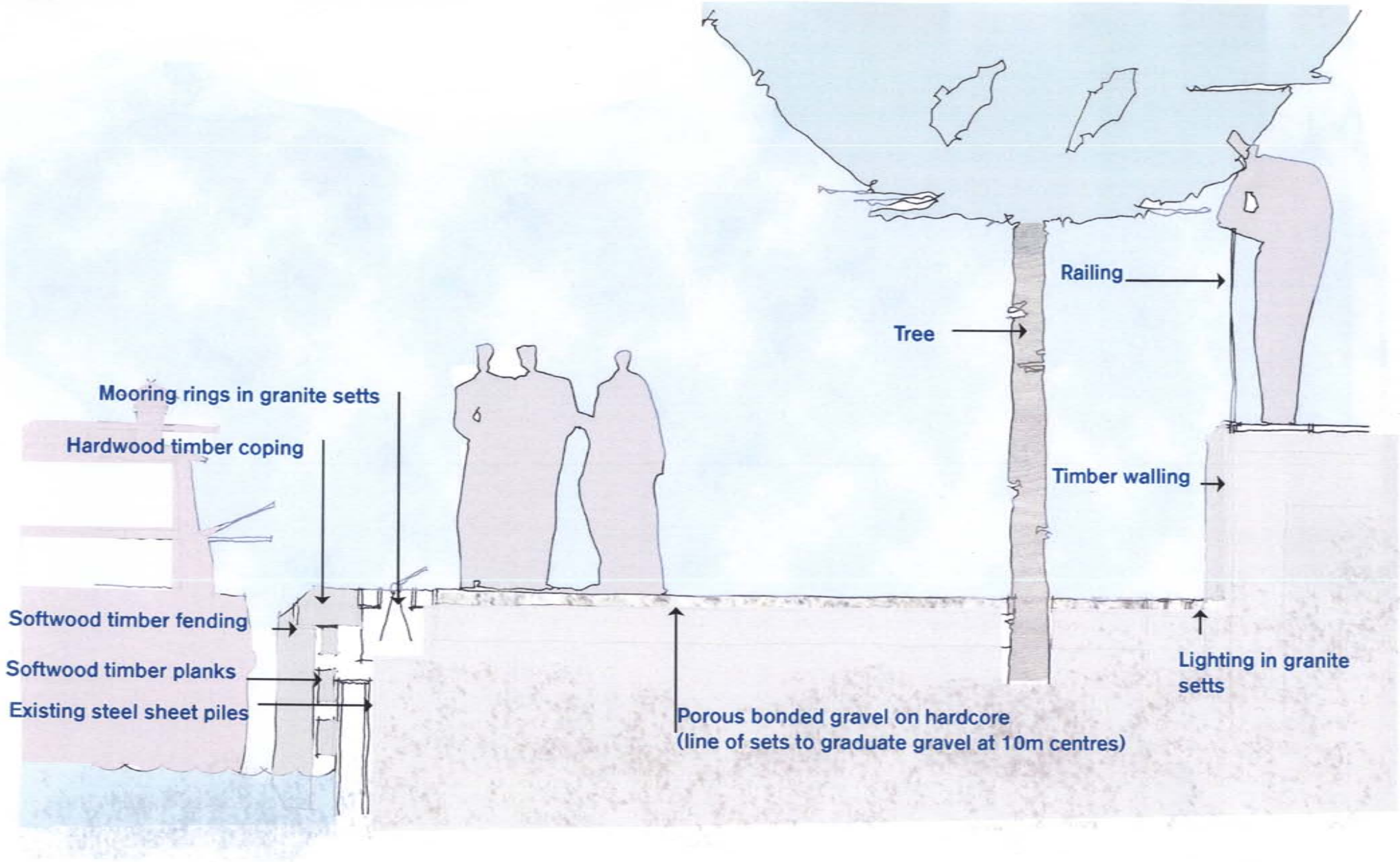
Surfacing of the area surrounding water shall be free of loose material, moss and weeds and be textured to give a non-slip surface. The surfacing should be even and level. Changes in direction or level alongside the water should be clearly marked and fenced in accordance with the Docks and Harbours Regulations.

HALE WHARF
WATERSPACE STRATEGY

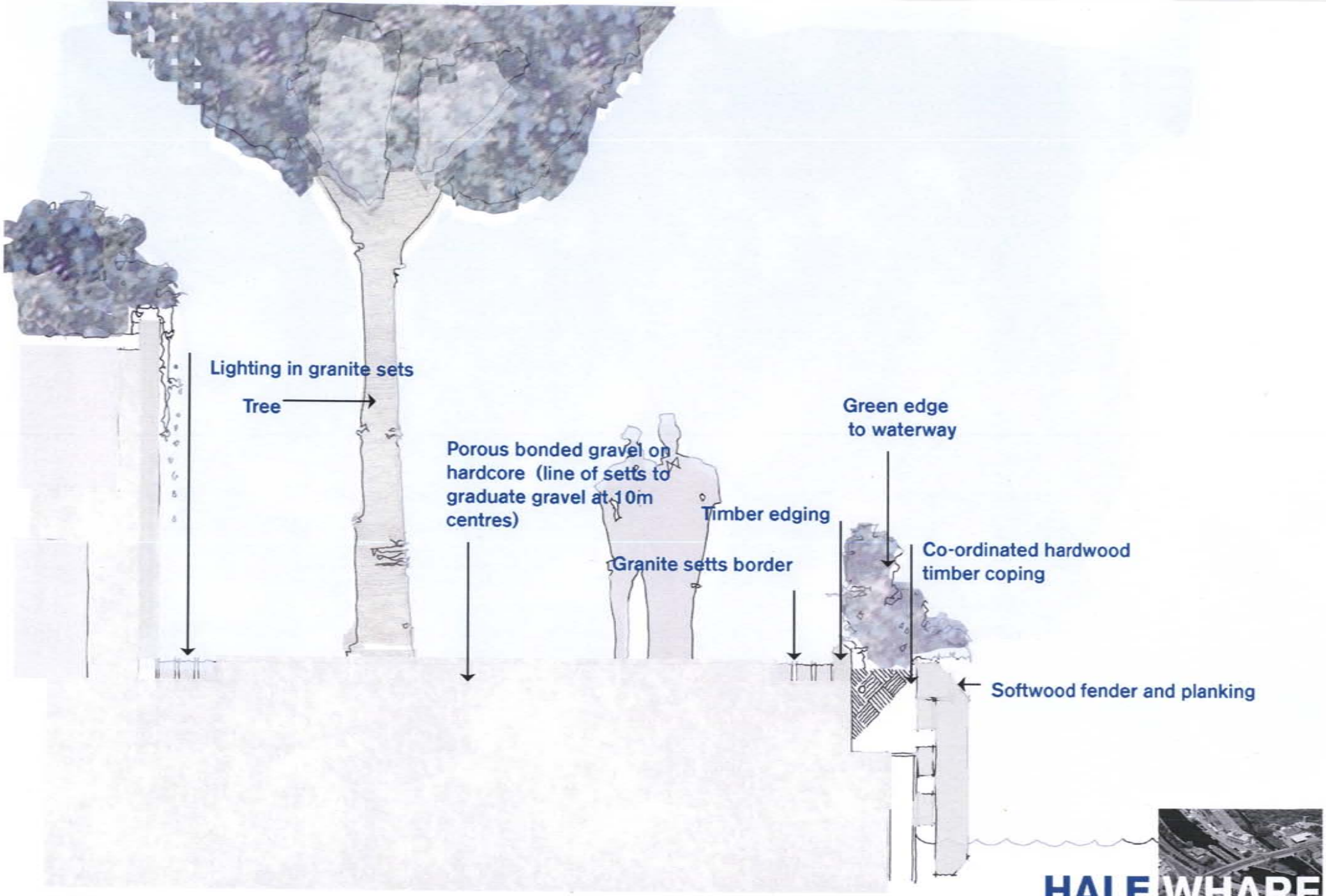


WATERSPACE STRATEGY

HALE WHARF
WATERSPACE STRATEGY

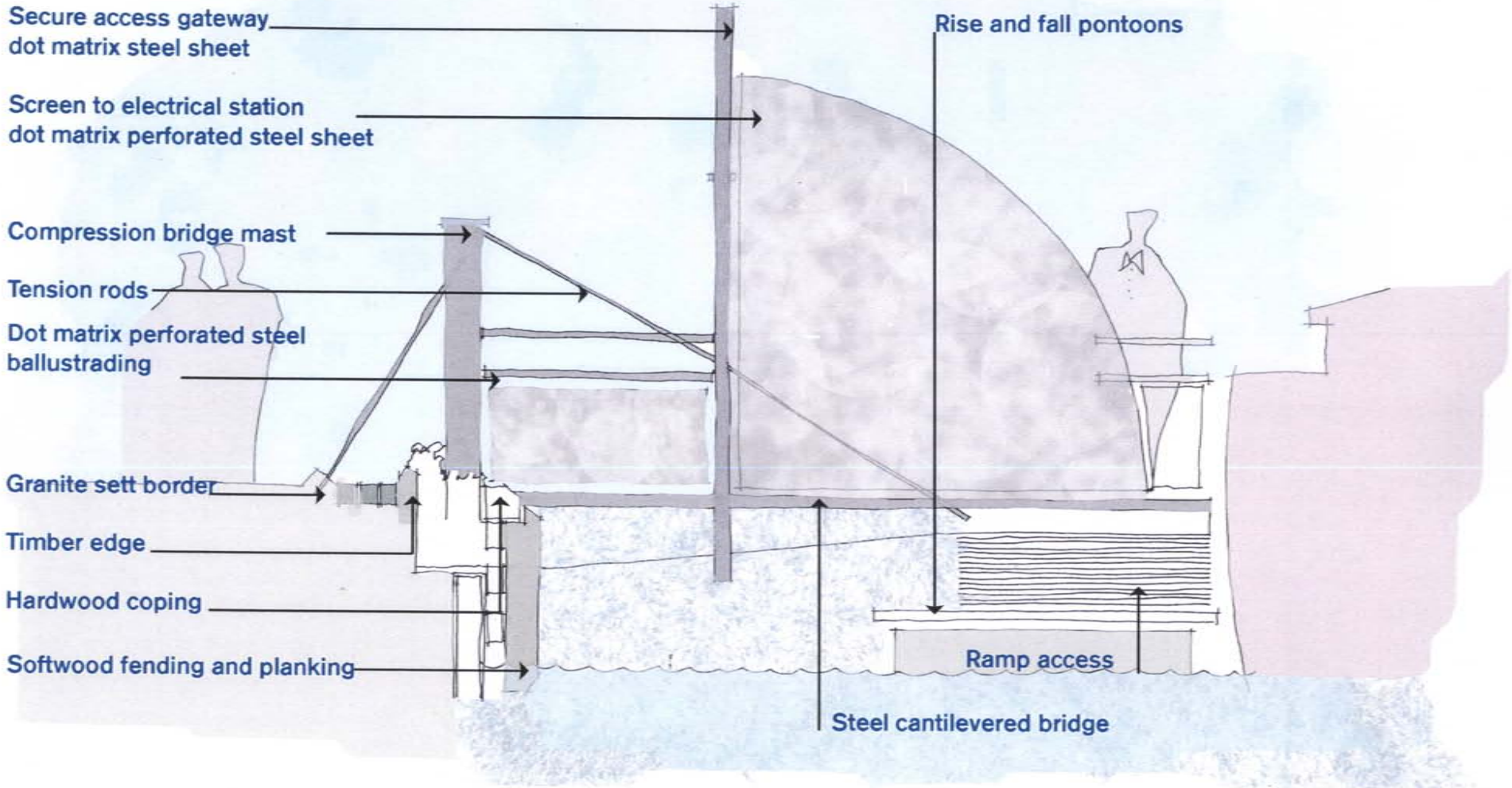

Railing
Tree
Mooring rings in granite setts
Hardwood timber coping
Timber walling
Softwood timber fending
Softwood timber planks
Existing steel sheet piles
Lighting in granite setts
Porous bonded gravel on hardcore
(line of sets to graduate gravel at 10m centres)

AA

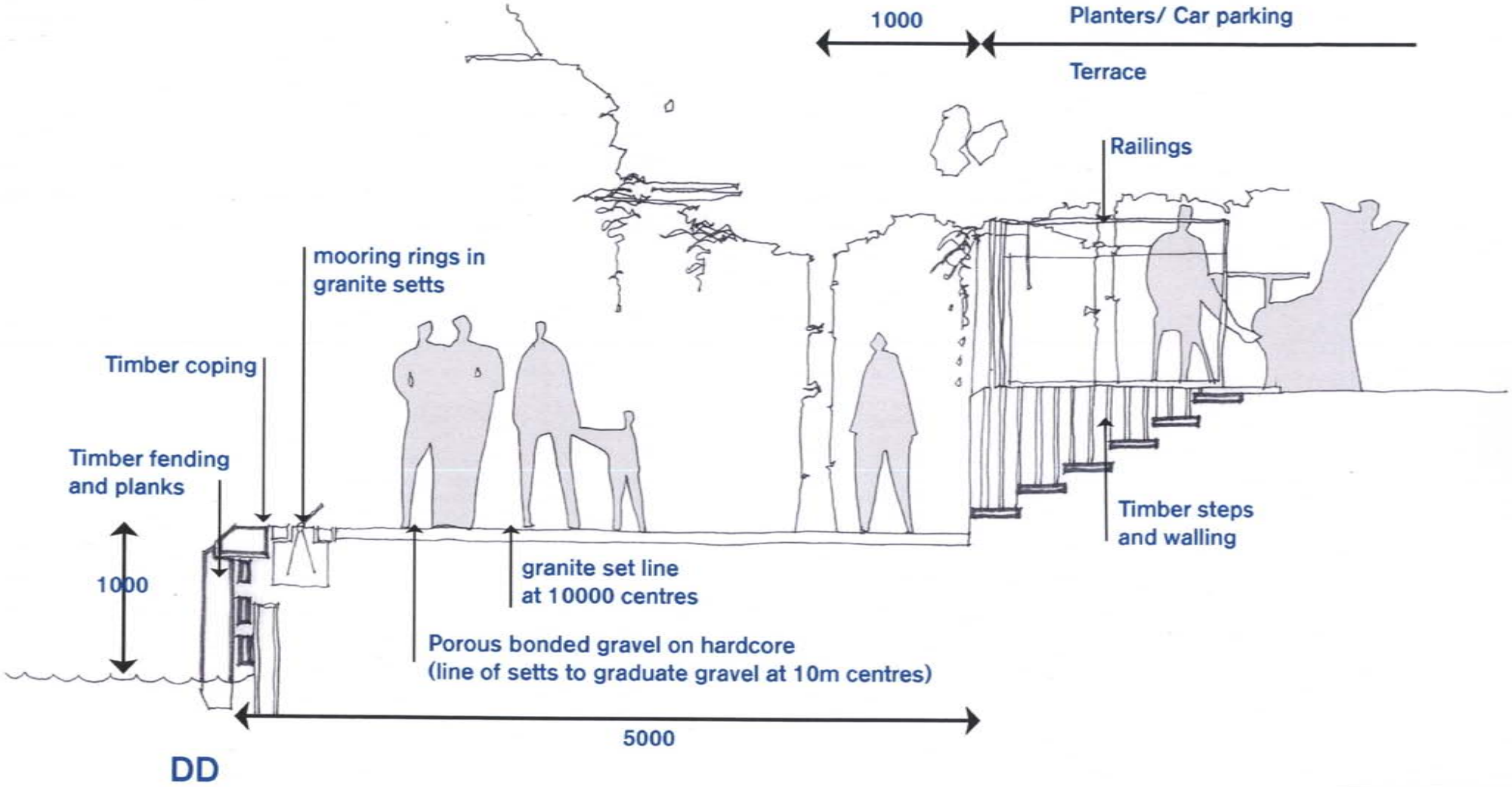

Lighting in granite sets
Tree
Porous bonded gravel on hardcore (line of setts to graduate gravel at 10m centres)
Timber edging
Granite setts border
Green edge to waterway
Co-ordinated hardwood timber coping
Softwood fender and planking

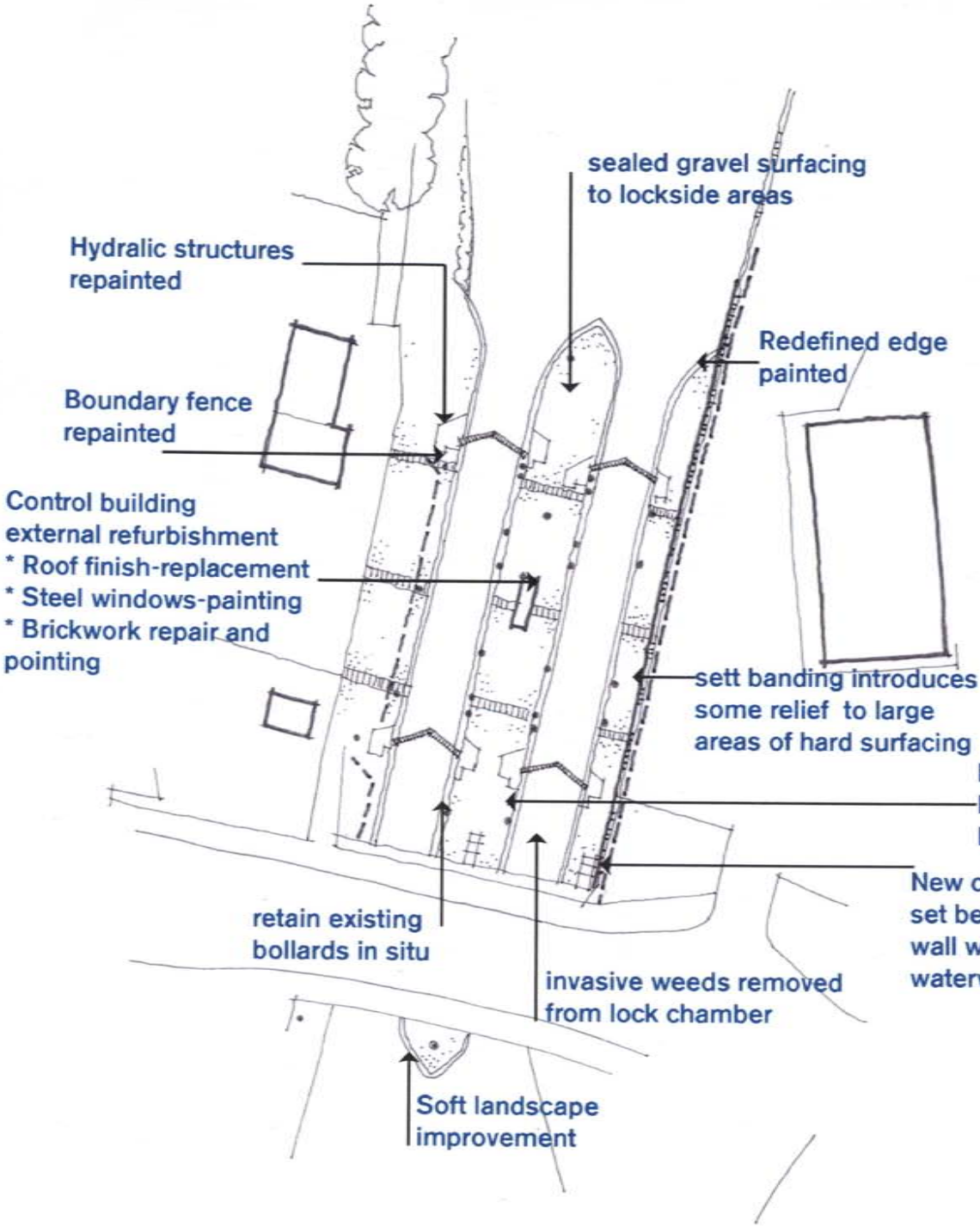
BB

Note: Cantilever bridge and ponttons delivered as part of the Commercial Barge project



CC


1000
Planters/ Car parking
Terrace
Railings
mooring rings in
granite setts
Timber coping
Timber fending
and planks
1000
granite set line
at 10000 centres
Porous bonded gravel on hardcore
(line of setts to graduate gravel at 10m centres)
Timber steps
and walling
5000
DD


sealed gravel surfacing to lockside areas
Hydralic structures repainted
Redefined edge painted
Boundary fence repainted
Control building external refurbishment
* Roof finish-replacement
* Steel windows-painting
* Brickwork repair and pointing
sett banding introduces some relief to large areas of hard surfacing
Prospective lighting scheme.
Internal colour light to control building.
Lighting spots to moving hydraulic structures.
New contemporary s.s fencing set behind new timber retaining wall which marries in to new waterway wall construction.
retain existing bollards in situ
invasive weeds removed from lock chamber
Soft landscape improvement

The last 50 years has seen a wider number of alternative uses across the waterway replacing traditional freight-carrying vessels. These uses range from residential and trip boats to floating cafes, conference barges, floating art galleries, trading boats, business barges and even a floating classroom.

London's waterways are a historic part of the city's environment and are increasingly seen as a back drop for a high quality business and residential location. Coupled with the huge pressure for smaller accommodation to support new business start ups, the commercial barges will provide a sought after floor space and setting
articulating the waterway with a new use and acting as a catalyst for the redevlopment of Hale Wharf. The project is supported and funded by ODPM, Office of the Deputy Prime Minister, ERDF and LDA, European and London Development Agency grant finance. This project will be delivered ahead of the ISIS development.

* Encourages people to make use of the inland waterways for leisure, recreation, tourism and sport.

* improves facilities on the Waterways for recreational users

* Enhances the waterway scene

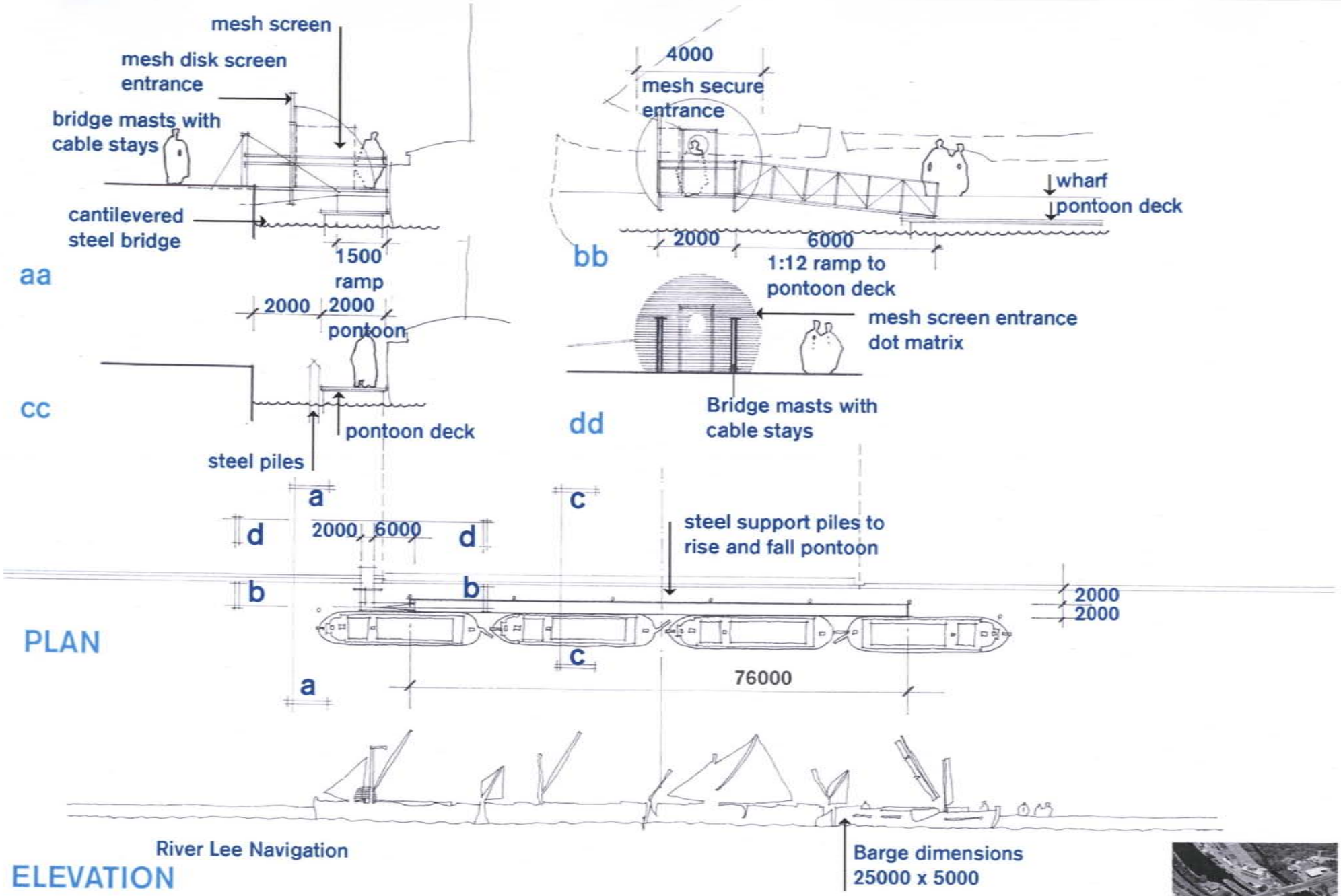
* increases the economic and social benefits offered by the waterways in partnership with the private sector

* Fits with policy objective of BW London ' Developing a Vibrant Asset for the Capital'

* Fits with London Business Plan business development aspirations by providing innovative waterway uses, encouraging more of the capital's population to the water

COMMERCIAL BARGES

HALE WHARF
WATERSPACE STRATEGY

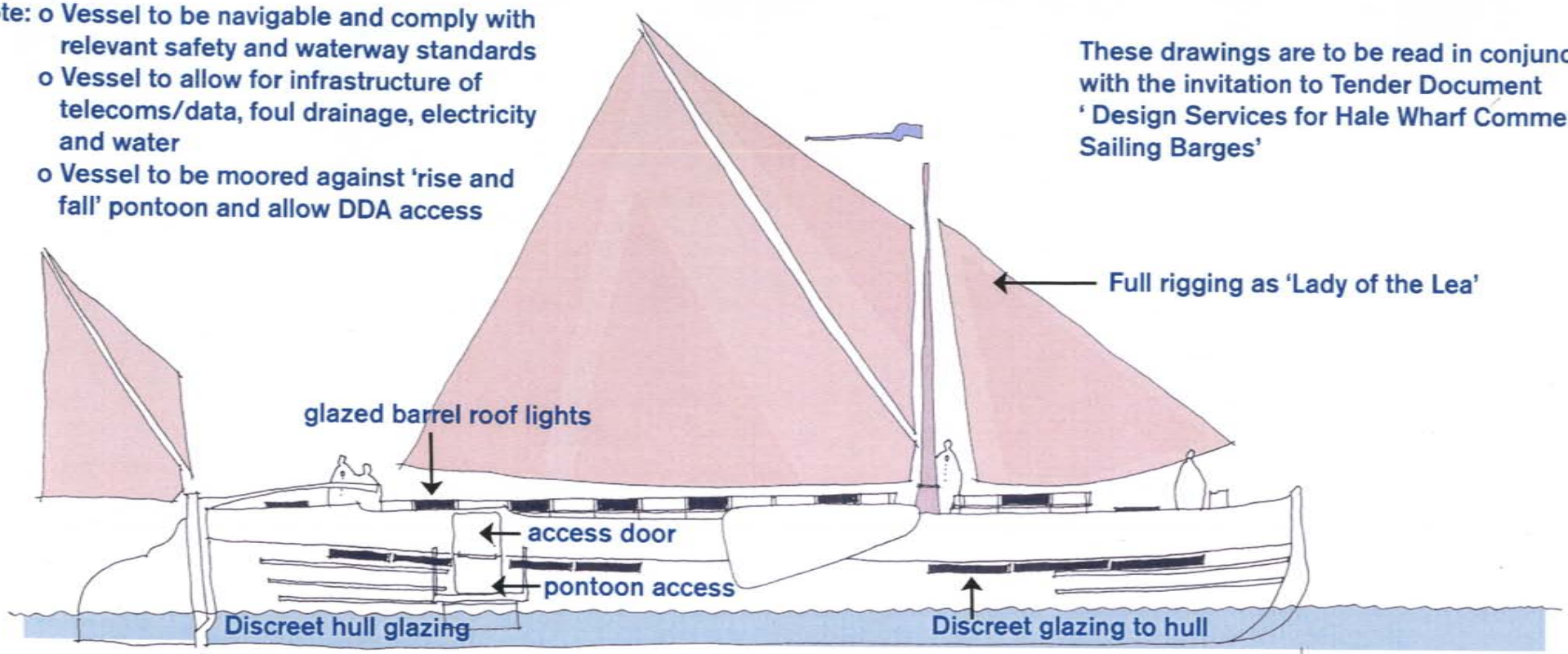


COMMERCIAL BARGE MOORINGS
(for information)

HALE WHARF
WATERSPACE STRATEGY

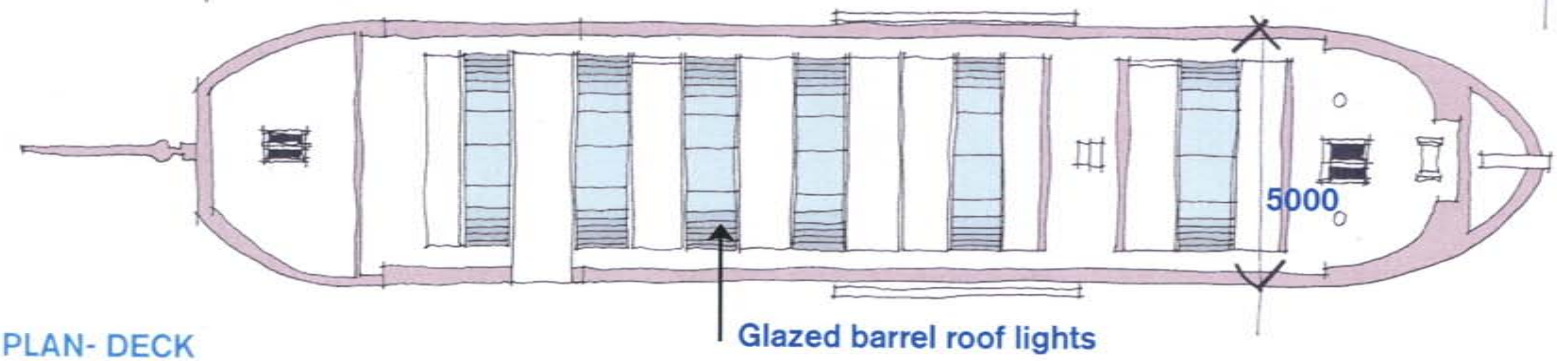
Note: o Vessel to be navigable and comply with relevant safety and waterway standards
o Vessel to allow for infrastructure of telecoms/data, foul drainage, electricity and water
o Vessel to be moored against 'rise and fall' pontoon and allow DDA access

These drawings are to be read in conjunction with the invitation to Tender Document ' Design Services for Hale Wharf Commercial Sailing Barges'



ELEVATION- STARBOARD

25000 approximately

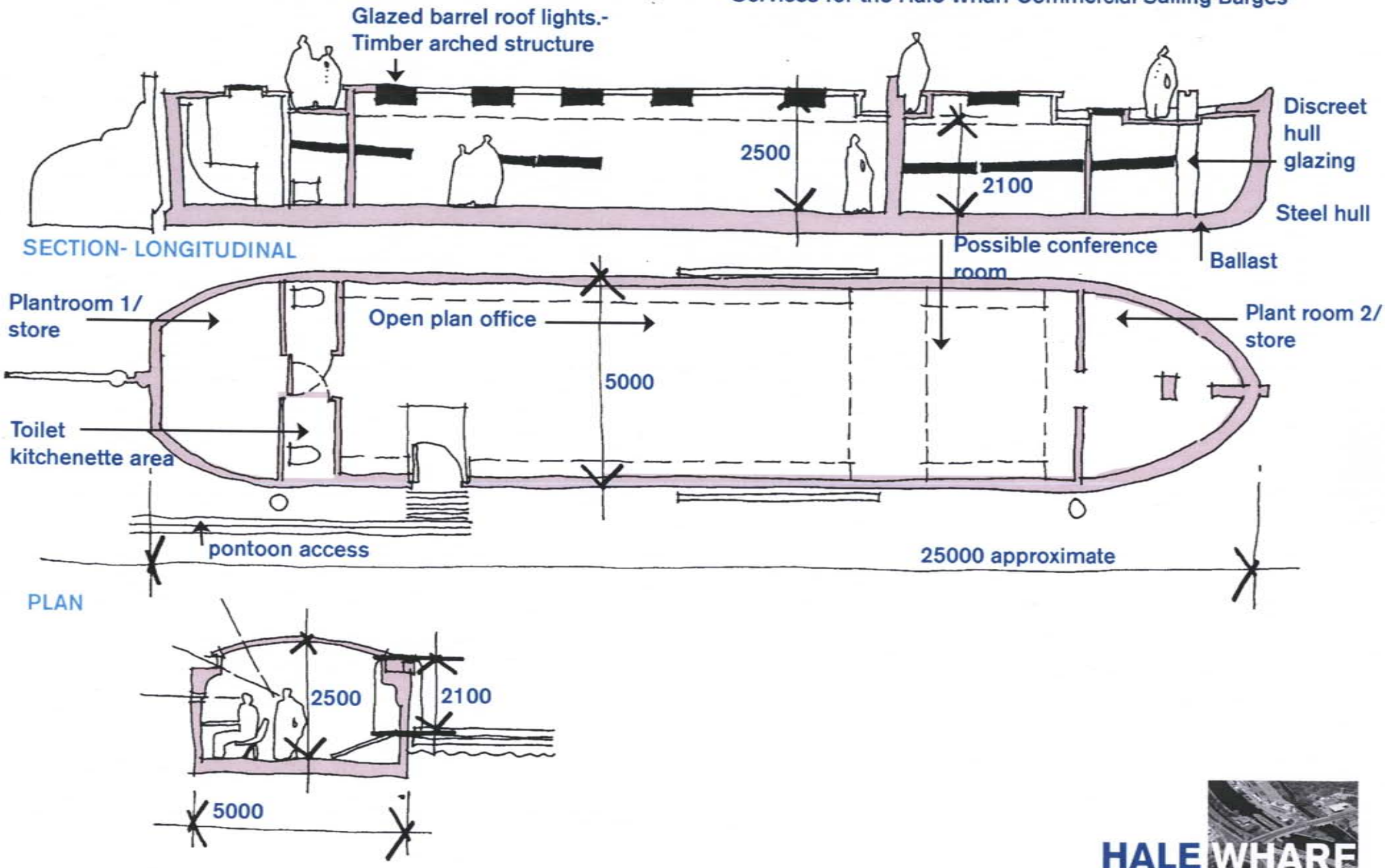


PLAN- DECK

COMMERCIAL BARGES. CONCEPT SKETCH
(for information)

HALE WHARF
WATERSPACE STRATEGY

These drawings are to be read in conjunction with the invitation to Tender Document 'Design Services for the Hale Wharf Commercial Sailing Barges'



SECTION- LONGITUDINAL

PLAN

SECTION- MIDSHIP (for information)

All dimensions in millimetres

HALE WHARF WATERSPACE STRATEGY

In June 2004 British Waterways commissioned a study investigating the feasibility of installing a new bridge at Hale Wharf connecting the ISIS proposed development at Hale Wharf and the open spaces at Tottenham Marshes and residential communities.

Funding for this study was secured from ODPM, Office of the Deputy Prime Minister in conjunction with the London Borough of Haringey and Lee Valley Regional Park.

As a second phase to the study the commission looked at the proposals for the new improvements to Park View Underpass and the pedestrian route between Northumberland Park and Stonebridge Lock.

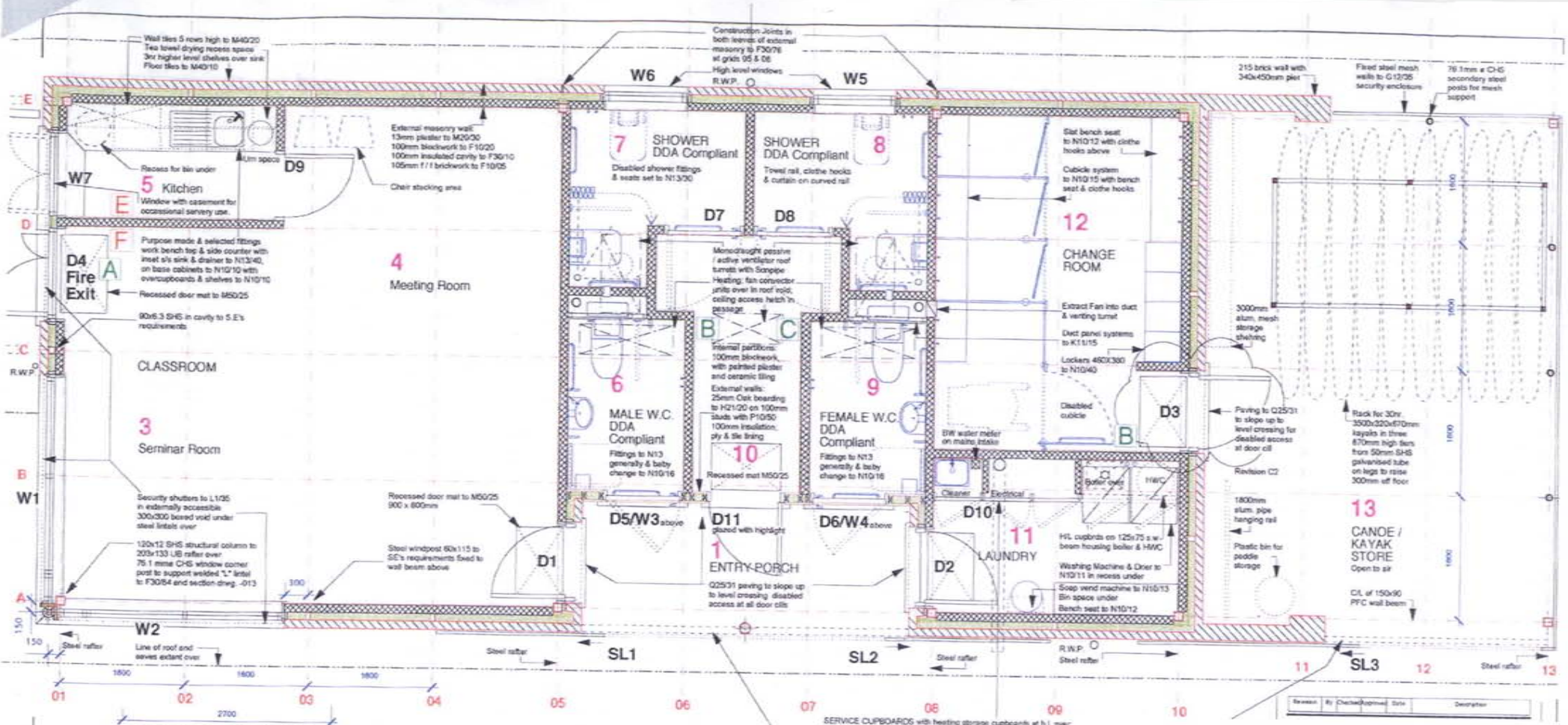
This strategy acknowledges the output of the feasibility relative to Hale Wharf and slightly adjusts the position of the footbridge to relate positively to the site planning of the Hale Wharf redevelopmnet scheme.

TOTTENHAM INTERNATIONAL
HALE WHARF ACCESS

HALE WHARF
WATERSPACE STRATEGY

A new facilities building has recently been completed at Stonebridge as part of upgrading the waterway network and providing supporting facilities for the waterspace and, more especially, for the residential moorings and visiting boats. This facility provides boaters and local community groups with toilets, showers, a small meeting room/classroom, canoe storage and changing room together with specific needs of barges, Elsan, pump-out and water point. Part of the project also included associated landscaping to the perimeter of the building and connection to the waters edge together with lockside improvements. This enhances the navigational perspective and experience for a variety of users.

STONE BRIDGE FACILITIES BUILDING


W6
W5
W7
W1
W2
D1
D2
D3
D4
D5/W3 above
D6/W4 above
D7
D8
D9
D10
D11
glazed with highlight
SL1
SL2
SL3
1 ENTRY-PORCH
2 PORCH
3 Seminar Room
4 Meeting Room
5 Kitchen
6 MALE W.C. DDA Compliant
7 SHOWER DDA Compliant
8 SHOWER DDA Compliant
9 FEMALE W.C. DDA Compliant
10
11 LAUNDRY
12 CHANGE ROOM
13 CANOE / KAYAK STORE
CLASSROOM
Recessed door mat to M50/25
Security shutters to L1/35 in externally accessible 300x300 boxed void under steel lintels over
Steel windpost 60x115 to SE's requirements fixed to wall beam above
Q25/31 paving to slope up to level crossing; disabled access at all door cills
Steel rafter
Line of roof and eaves extend over
Construction Joints in both leaves of external masonry to F30/76 at grids 05 & 06
High level windows R.W.P.
External masonry wall: 13mm plaster to M29/30 100mm blockwork to F10/20 100mm insulated cavity to F36/10 105mm f / l brickwork to F10/05
Chair stacking area
Recess for bin under
Purpose made & selected fittings work bench top & side counter with inset s/s sink & drainer to N13/40, on base cabinets to N10/10 with overcupboards & shelves to N10/10
90x6.3 SHS in cavity to S.E's requirements
Window with casement for occassional servery use.
Disabled shower fittings & seats set to N13/30
Towel rail, clothe hooks & curtain on curved rail
Monodraught passive / active ventilator roof turrets with Sonpipe
Heating: fan convector units over in roof void; ceiling access hatch in passage
Internal partitions: 100mm blockwork, with painted plaster and ceramic tiling
External walls: 25mm Oak boarding to H21/20 on 100mm studs with P10/50 100mm insulation; ply & tile lining
Fittings to N13 generally & baby change to N10/16
Fittings to N13 generally & baby change to N10/16
Recessed mat M50/25
Slat bench seat to N10/13 with clothe hooks above
Cubicle system to N10/15 with bench seat & clothe hooks
Extract Fan into duct & venting turret
Duct panel systems to K11/15
Lockers 460X380 to N10/40
Disabled cubicle
BW water meter on mains intake
Cleaner
Electrical
Boiler over
HWC
HIL cupbrds on 125x75 s.w. beam housing boiler & HWC
Washing Machine & Drier to N10/11 in recess under
Soap vend machine to N10/13
Bin space under
Bench seat to N10/12
215 brick wall with 340x450mm pier
Fixed steel mesh walls to G12/35 security enclosure
76.1mm ø CHS secondary steel posts for mesh support
3000mm alum. mesh storage shelving
Paving to Q25/31 to slope up to level crossing for disabled access at door cill
Revision C2
1800mm alum. pipe hanging rail
Plastic bin for paddle storage
Rack for 30nr. 3500x320x670mm kayaks in three 670mm high tiers from 50mm SHS galvanised tube on legs to raise 300mm off floor
C/L of 150x90 PFC wall beam
01
02
03
04
05
06
07
08
09
10
11
12
13

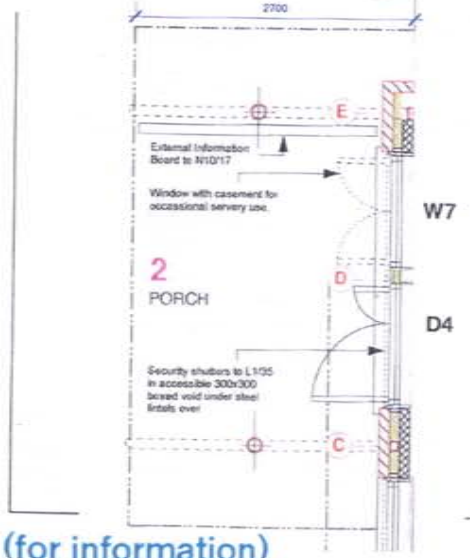
PROPOSED PLAN : Ground : Scale 1:50

SERVICE CUPBOARDS with heating storage cupboards at h.l. over; S/S cleaners sink to N10/20 wall mounted with waterhose taps over; Mains pressure LPG gas h.e. condensing boiler with flue to roof; Electrical intake & distribution board in separate cupboard with 150 mmø pipe duct with easy rising bend for 3-phase cable entry.

Steel 230x90x32 PFC 'linte' beams to SE's drawings bracketed off columns to support face fixed overhead rolling gear for steel mesh sliding security gates to L2/40, with ditto Canoe Store mesh enclosure to G12/35

FIRE EQUIPMENT & STATUTORY SAFETY & MEANS OF EGRESS SIGNS

- A Illuminated exit sign running man over door; arrow ahead
- B Sign running man; arrow left
- C Sign running man; arrow right
- E Fire extinguisher; dry powder 2Kgs with white on red FE sign
- F Fire extinguisher; water 9 litres with white on red FE sign



Porch Plan : Scale 1:50

HALE WHARF WATERSPACE STRATEGY

(for information)